2020 Regional Solicitation Project Selection: F Line Arterial Bus Rapid Transit

Transportation Advisory Board
April 21, 2021

Charles Carlson, Director, BRT Projects
2020 Regional Solicitation

- TAB Action 2019-63: 2020 Regional Solicitation includes Arterial BRT category
  - BRT prioritization to occur through Metropolitan Council’s Network Next planning process
  - Funding recommendation/TAB project selection

- TAB Action 2020-32 (September 2020)
  - Directed $25 million for arterial BRT projects in the 2020 Regional Solicitation
  - Amended the timeline for project selection from December 2020 to April 2021
  - Matches revised Network Next plan schedule after pandemic and unrest effects on outreach

- BRT planning updates provided to TAB via information items through December 2020
1. **IDENTIFY**
   Spring 2020
   Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.

2. **SCREEN**
   Summer 2020
   Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.

3. **EVALUATE**
   Fall 2020
   Develop detailed arterial BRT concepts and apply robust evaluation criteria including cost, ridership & other benefits to sort lines into three tiers.

4. **PRIORITIZE**
   Winter 2020/2021
   Review top performers based on readiness criteria to further prioritize the next three lines for implementation.

Selected March 2021
December 2020: Near-term candidate corridor outreach

- >4,100 completed surveys
  - 119 in person, 3,997 online
  - 31% BIPOC, 69% white
  - Support for all corridors

- What we heard:
  - Provide service to BIPOC communities
  - Provide service to areas not currently served by BRT, LRT
  - Facilitate connections to home, work, school, stores and key destinations
# Key Factors in BRT Project Selection

<table>
<thead>
<tr>
<th>F Line Selection Factors</th>
<th>Central</th>
<th>Rice/Robert</th>
<th>Como/Maryland</th>
<th>Johnson/Lyndale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>7,200–12,100</td>
<td>3,800–9,100</td>
<td>5,700–11,600</td>
<td>5,200–13,200</td>
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<tr>
<td>Capital Cost</td>
<td>$81M</td>
<td>$78M</td>
<td>$105M</td>
<td>$93M</td>
</tr>
<tr>
<td>Annual Operating Cost</td>
<td>$15M</td>
<td>$26M</td>
<td>$21M</td>
<td>$26M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G and H line Selection Factors</th>
<th>F Line</th>
<th>G Line</th>
<th>H Line</th>
<th>Mid-term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expanding the reach of the METRO System</td>
<td>Good</td>
<td>Good</td>
<td>Fair</td>
<td></td>
</tr>
<tr>
<td>Implementation order with other corridors</td>
<td>No constraints</td>
<td>Follow Rice/Robert</td>
<td>No constraints</td>
<td></td>
</tr>
</tbody>
</table>

**Outcome**

- **F Line**
- **G Line**
- **H Line**
- **Mid-term**

**Key to colors**
- Good
- Better
- Best
Network Next
Near-term
BRT corridors

• F Line (Central)
• G Line (Rice / Robert)
• H Line (Como / Maryland)

• Serves Anoka, Dakota, Hennepin, Ramsey counties
• Adopted by the Metropolitan Council on March 24, 2021
• Plan update in ~2025 will select next BRT lines
Requested Action 2021-15

That the TAB award $25 million identified in the 2020 Regional Solicitation to the METRO F Line along current Route 10 from Downtown Minneapolis to Northtown Mall via Central and University Avenues.